

New York Stock Market

New York, March 2.—Sharp declines among the stocks more commonly traded in resulted from heavy selling to-day on the Stock Exchange. The prominent issues lost from one to three points, and almost all of them, with the exception of Reading, fell below the low level established last Friday following the announcement of the freight rates decision. The market opened weak and sold off in the first hour. In the afternoon the selling movement was extended, and there was a further break. The market grew feverish, and fell off steadily to the close, which was at almost the lowest prices of the day. Liquidation of long positions was in part responsible for the downward movement, although short selling reached large proportions and was a potent factor. Stocks showed little evidence of support, the day passing without an upturn of consequence.

Nervousness as to the outlook for the near future was apparent in the growth of bearish feeling. Advice that an extra session of Congress was expected at Washington were the most disturbing factors. The service to increase apprehensions of tariff legislation. The approach of Monday, with its possibility of decisions by the Supreme court in the anti-trust cases, and reports of possible dividend reductions by important Eastern railroads, were further deterrents to bullish operations.

The day was not without good news, although traders were not in the mood to place great weight upon it. The announcement of the head of the Harlan lines that double tracking of those roads was being considered, followed by a statement of the Erie's directors' intention to spend all surplus for the year for improvements, and approximately \$100,000 in net earnings of the main line. Delaware and Hudson and Chicago, St. Paul, Minneapolis and Omaha reported small increases, which were offset by decreases for Delaware, Lackawanna and Western, Boston and Maine and Norfolk and Western. In the case of each of these companies which reported decreases, larger gross revenues were earned, offsetting expenses.

January earnings thus far reported were unfavorable as a whole, and their showing was doubtless one of the causes of the less cheerful feeling in the financial community.

The day was again a heavy seller of our stocks here and to a lesser extent from that centre in this market than from the New York exchange. The day's trading was believed to approximate 7,000,000 shares.

Bonds were heavy. Total sales, par value, \$3,146,000. United States 4 per cent, 1-4 on call.

Total sales of stocks to-day, 674,700 shares.

RICHMOND STOCK MARKET.

By Richard W. Maury.

Stock and Bond Market, 105 E. Main St., Richmond, Va., March 2, 1911.

SALES AT BOARD.

American National—10 at 106 1/2.

RAILROAD BONDS.

A. C. L. R. Conv. Debts, 4s, 1909, 91.

A. C. L. R. Conv. Debts, 4s, 1910, 91.

A. C. L. R. Conv. Debts, 4s, 1911, 91.

A. C. L. R. Conv. Debts, 4s, 1912, 91.

A. C. L. R. Conv. Debts, 4s, 1913, 91.

A. C. L. R. Conv. Debts, 4s, 1914, 91.

A. C. L. R. Conv. Debts, 4s, 1915, 91.

A. C. L. R. Conv. Debts, 4s, 1916, 91.

A. C. L. R. Conv. Debts, 4s, 1917, 91.

A. C. L. R. Conv. Debts, 4s, 1918, 91.

A. C. L. R. Conv. Debts, 4s, 1919, 91.

A. C. L. R. Conv. Debts, 4s, 1920, 91.

A. C. L. R. Conv. Debts, 4s, 1921, 91.

A. C. L. R. Conv. Debts, 4s, 1922, 91.

A. C. L. R. Conv. Debts, 4s, 1923, 91.

A. C. L. R. Conv. Debts, 4s, 1924, 91.

A. C. L. R. Conv. Debts, 4s, 1925, 91.

A. C. L. R. Conv. Debts, 4s, 1926, 91.

A. C. L. R. Conv. Debts, 4s, 1927, 91.

A. C. L. R. Conv. Debts, 4s, 1928, 91.

A. C. L. R. Conv. Debts, 4s, 1929, 91.

A. C. L. R. Conv. Debts, 4s, 1930, 91.

A. C. L. R. Conv. Debts, 4s, 1931, 91.

A. C. L. R. Conv. Debts, 4s, 1932, 91.

A. C. L. R. Conv. Debts, 4s, 1933, 91.

A. C. L. R. Conv. Debts, 4s, 1934, 91.

A. C. L. R. Conv. Debts, 4s, 1935, 91.

A. C. L. R. Conv. Debts, 4s, 1936, 91.

A. C. L. R. Conv. Debts, 4s, 1937, 91.

A. C. L. R. Conv. Debts, 4s, 1938, 91.

A. C. L. R. Conv. Debts, 4s, 1939, 91.

A. C. L. R. Conv. Debts, 4s, 1940, 91.

A. C. L. R. Conv. Debts, 4s, 1941, 91.

A. C. L. R. Conv. Debts, 4s, 1942, 91.

A. C. L. R. Conv. Debts, 4s, 1943, 91.

A. C. L. R. Conv. Debts, 4s, 1944, 91.

A. C. L. R. Conv. Debts, 4s, 1945, 91.

A. C. L. R. Conv. Debts, 4s, 1946, 91.

A. C. L. R. Conv. Debts, 4s, 1947, 91.

A. C. L. R. Conv. Debts, 4s, 1948, 91.

A. C. L. R. Conv. Debts, 4s, 1949, 91.

A. C. L. R. Conv. Debts, 4s, 1950, 91.

A. C. L. R. Conv. Debts, 4s, 1951, 91.

A. C. L. R. Conv. Debts, 4s, 1952, 91.

Official Range and Sale of Stocks in New York.

SALES.	Open.	High.	Low.	Closing.
Allis-Chalmers, pfd.....	115 1/2	116 1/2	115 1/2	115 1/2
Allis-Chalmers, pfd.....	115 1/2	116 1/2	115 1/2	115 1/2
2,500 Amalgamated Copper.....	63 1/2	64 1/2	63 1/2	63 1/2
1,000 Amer. Agri. Chem. com.....	17 1/2	18 1/2	17 1/2	17 1/2
1,000 Amer. Agri. Chem. pfd.....	45 1/2	46 1/2	45 1/2	45 1/2
3,000 American Can.....	10 1/2	11 1/2	10 1/2	10 1/2
1,000 Amer. Car. and Found. com.....	82 1/2	83 1/2	82 1/2	82 1/2
1,000 Amer. Car. and Found. pfd.....	112 1/2	113 1/2	112 1/2	112 1/2
2,100 American Cotton Oil.....	60 1/2	61 1/2	60 1/2	60 1/2
1,000 American Lumber Oil.....	35 1/2	36 1/2	35 1/2	35 1/2
2,500 American Lumber Oil.....	35 1/2	36 1/2	35 1/2	35 1/2
Amer. Locomotive, pfd.....	100 1/2	101 1/2	100 1/2	100 1/2
Amer. Malt Co., pfd.....	22 1/2	23 1/2	22 1/2	22 1/2
Amer. Smelting.....	115 1/2	116 1/2	115 1/2	115 1/2
200 Amer. Sugar.....	115 1/2	116 1/2	115 1/2	115 1/2
300 Amer. Tel. and Tel. Co., 4s.....	144 1/2	145 1/2	144 1/2	144 1/2
214 American Tobacco com.....	150 1/2	151 1/2	150 1/2	150 1/2
1,000 American Tobacco pfd.....	57 1/2	58 1/2	57 1/2	57 1/2
600 Amersco Copper.....	28 1/2	29 1/2	28 1/2	28 1/2
13,000 Atchafalpa.....	100 1/2	101 1/2	100 1/2	100 1/2
30 Atlantic Coast Line.....	115 1/2	116 1/2	115 1/2	115 1/2
A. C. L. R. Conv. Debts.....	91 1/2	92 1/2	91 1/2	91 1/2
2,500 Baltimore and Ohio.....	103 1/2	104 1/2	103 1/2	103 1/2
2,100 Brooklyn Rapid Transit.....	73 1/2	74 1/2	73 1/2	73 1/2
1,000 Central Leather, com.....	25 1/2	26 1/2	25 1/2	25 1/2
2,000 Canadian Pacific.....	21 1/2	22 1/2	21 1/2	21 1/2
3,100 Chesapeake and Ohio.....	33 1/2	34 1/2	33 1/2	33 1/2
100 Chicago Great Western.....	21 1/2	22 1/2	21 1/2	21 1/2
13,200 Chi. Mil. and St. P. deb.....	123 1/2	124 1/2	123 1/2	123 1/2
1,000 Crucible Steel, com.....	145 1/2	146 1/2	145 1/2	145 1/2
500 Crucible Steel, pfd.....	205 1/2	206 1/2	205 1/2	205 1/2
Chicago and Northw. deb.....	114 1/2	115 1/2	114 1/2	114 1/2
1,300 Colorado Fuel and Iron.....	25 1/2	26 1/2	25 1/2	25 1/2
200 Colorado and Southern.....	25 1/2	26 1/2	25 1/2	25 1/2
3,200 Consolidated Gas.....	111 1/2	112 1/2	111 1/2	111 1/2
100 Delaware and Hudson.....	125 1/2	126 1/2	125 1/2	125 1/2
80 Den. and Rio Gran. com.....	32 1/2	33 1/2	32 1/2	32 1/2
100 Den. and Rio Gran. pfd.....	71 1/2	72 1/2	71 1/2	71 1/2
100 Distillers Sec. Gran.....	27 1/2	28 1/2	27 1/2	27 1/2
1,000 Erie.....	48 1/2	49 1/2	48 1/2	48 1/2
800 Erie, 1st pfd.....	48 1/2	49 1/2	48 1/2	48 1/2
200 Fed. Min. and Sm., pfd.....	61 1/2	62 1/2	61 1/2	61 1/2
3,700 General Electric.....	122 1/2	123 1/2	122 1/2	122 1/2
2,700 Great Northern pfd.....	124 1/2	125 1/2	124 1/2	124 1/2
120 G. N. Ore. etc., 5 1/2.....	50 1/2	51 1/2	50 1/2	50 1/2

CLOSING BOND QUOTATIONS

American Agricultural 5s.....	102 1/2
American Tel. and Tel. conv. 4s.....	107 1/2
American Tobacco 4s.....	81 1/2
American Tobacco 6s.....	106 1/2
Atchafalpa conv. 4s.....	107 1/2
Atchafalpa conv. 5s.....	107 1/2
Atlantic Coast Line conv. 4s.....	107 1/2
Atlantic Coast Line conv. 5s.....	107 1/2
Central of Georgia 4s (old).....	106 1/2
Chesapeake and Ohio 4s.....	96 1/2
Chesapeake and Ohio conv. 4s.....	96 1/2
Chicago, B. and Quincy conv. 4s.....	99 1/2
Chicago, B. and Quincy conv. 5s.....	99 1/2

ing a renewal of scattering spot shipment from the South, the smaller exports and imports of the day were not sufficient to have failed to stimulate the demand for goods. Closing prices were at the lowest point of the year.

Receipts at the ports to-day were 10,572 bales, against 8,700 last week and 9,352 last year. For the week, 56,000 bales, against 48,000 last week and 52,000 last year. Total receipts at New Orleans, 2,200, against 1,900 last week and 2,000 last year.

Futures opened steady and closed weak. Opened: March, 14.32; April, 14.27; May, 14.22; June, 14.17; July, 14.12; August, 14.07; September, 14.02; October, 13.97; November, 13.92; December, 13.87; January, 13.82; February, 13.77.

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SALES.	Open.	High.	Low.	Closing.
Illinois Central.....	157 1/2	158 1/2	157 1/2	157 1/2
1,000 Inter-Mer. Mar. pfd.....	45 1/2	46 1/2	45 1/2	45 1/2
100 International Paper.....	102 1/2	103 1/2	102 1/2	102 1/2
1,000 Int. Paper, pfd.....	45 1/2	46 1/2	45 1/2	45 1/2
800 Kan. City South.....	23 1/2	24 1/2	23 1/2	23 1/2
9,800 Louisville Valley.....	173 1/2	174 1/2	173 1/2	173 1/2
300 Louisville and Nashville.....	141 1/2	142 1/2	141 1/2	141 1/2
1,100 Mo. Kan. and Tex., pfd.....	33 1/2	34 1/2	33 1/2	33 1/2
1,000 Mo. Kan. and Tex., pfd.....	33 1/2	34 1/2	33 1/2	33 1/2
1,500 National Lead.....	55 1/2	56 1/2	55 1/2	55 1/2
20,100 New York Central.....	105 1/2	106 1/2	105 1/2	105 1/2
150 N. Y. Ont. and Western.....	41 1/2	42 1/2	41 1/2	41 1/2
2,200 Northern and Western.....	104 1/2	105 1/2	104 1/2	104 1/2
5,810 Northern Pacific.....	123 1/2	124 1/2	123 1/2	123 1/2
100 Pacific Mail.....	25 1/2	26 1/2	25 1/2	25 1/2
3,000 Pennsylvania.....	125 1/2	126 1/2	125 1/2	125 1/2
1,000 Pressed Steel Car, pfd.....	33 1/2	34 1/2	33 1/2	33 1/2
100 St. Steel Spring.....	15 1/2	16 1/2	15 1/2	15 1/2
15,100 Reading.....	15 1/2	16 1/2	15 1/2	15 1/2
1,000 Republic Iron and Steel.....	33 1/2	34 1/2	33 1/2	33 1/2
100 Republic Iron and Steel, pfd.....	33 1/2	34 1/2	33 1/2	33 1/2
6,000 Rock Island, pfd.....	30 1/2	31 1/2	30 1/2	30 1/2
300 Rock Island, pfd.....	30 1/2	31 1/2	30 1/2	30 1/2
200 Sloss-Sheffield.....	53 1/2	54 1/2	53 1/2	53 1/2
1,000 Southern Railway.....	116 1/2	117 1/2	116 1/2	116 1/2
1,000 Southern Railway, pfd.....	61 1/2	62 1/2	61 1/2	61 1/2
500 Southern Oil.....	62 1/2	63 1/2	62 1/2	62 1/2
1,100 Tennessee Copper.....	28 1/2	29 1/2	28 1/2	28 1/2
300 Texas Pacific.....	28 1/2	29 1/2	28 1/2	28 1/2
3,000 United States Pacific.....	173 1/2	174 1/2	173 1/2	173 1/2
100 United States Steel.....	45 1/2	46 1/2	45 1/2	45 1/2
100 United States Steel, pfd.....	45 1/2	46 1/2	45 1/2	45 1/2
6,500 Va. Car. Chemical.....	69 1/2	70 1/2	69 1/2	69 1/2
100 Wabash.....	17 1/2	18 1/2	17 1/2	17 1/2
3,100 Wabash, pfd.....	33 1/2	34 1/2	33 1/2	33 1/2
200 Western Union.....	72 1/2	73 1/2	72 1/2	72 1/2

CLOSING BOND QUOTATIONS

is and San Fran. gen. 5s.....	87
At. & Pac. line Adv. 5s.....	92 1/2
At. & Pac. line 5s.....	94 1/2
At. & Pac. R. R. 4s.....	94 1/2
At. & Pac. R. R. 5s.....	94 1/2
At. & Pac. R. R. 6s.....	94 1/2
At. & Pac. R. R. 7s.....	94 1/2
At. & Pac. R. R. 8s.....	94 1/2
At. & Pac. R. R. 9s.....	94 1/2
At. & Pac. R. R. 10s.....	94 1/2
At. & Pac. R. R. 11s.....	94 1/2
At. & Pac. R. R. 12s.....	94 1/2
At. & Pac. R. R. 13s.....	94 1/2
At. & Pac. R. R. 14s.....	94 1/2
At. & Pac. R. R. 15s.....	94 1/2
At. & Pac. R. R. 16s.....	94 1/2
At. & Pac. R. R. 17s.....	94 1/2
At. & Pac. R. R. 18s.....	94 1/2
At. & Pac. R. R. 19s.....	94 1/2
At. & Pac. R. R. 20s.....	94 1/2
At. & Pac. R. R. 21s.....	94 1/2
At. & Pac. R. R. 22s.....	94 1/2
At. & Pac. R. R. 23s.....	94 1/2
At. & Pac. R. R. 24s.....	94 1/2
At. & Pac. R. R. 25s.....	94 1/2
At. & Pac. R. R. 26s.....	94 1/2
At. & Pac. R. R. 27s.....	94 1/2
At. & Pac. R. R. 28s.....	94 1/2
At. & Pac. R. R. 29s.....	94 1/2
At. & Pac. R. R. 30s.....	94 1/2
At. & Pac. R. R. 31s.....	94 1/2
At. & Pac. R. R. 32s.....	94 1/2
At. & Pac. R. R. 33s.....	94 1/2
At. & Pac. R. R. 34s.....	94 1/2
At. & Pac. R. R. 35s.....	94 1/2
At. & Pac. R. R. 36s.....	94 1/2
At. & Pac. R. R. 37s.....	94 1/2
At. & Pac. R. R. 38s.....	94 1/2
At. & Pac. R. R. 39s.....	94 1/2
At. & Pac. R. R. 40s.....	94 1/2
At. & Pac. R. R. 41s.....	94 1/2
At. & Pac. R. R. 42s.....	94 1/2
At. & Pac. R. R. 43s.....	94 1/2
At. & Pac. R. R. 44s.....	94 1/2
At. & Pac. R. R. 45s.....	94 1/2
At. & Pac. R. R. 46s.....	94 1/2
At. & Pac. R. R. 47s.....	94 1/2
At. & Pac. R. R. 48s.....	94 1/2
At. & Pac. R. R. 49s.....	94 1/2
At. & Pac. R. R. 50s.....	94 1/2
At. & Pac. R. R. 51s.....	94 1/2
At. & Pac. R. R. 52s.....	94 1/2
At. & Pac. R. R. 53s.....	94 1/2
At. & Pac. R. R. 54s.....	94 1/2
At. & Pac. R. R. 55s.....	94 1/2
At. & Pac. R. R. 56s.....	94 1/2
At. & Pac. R. R. 57s.....	94 1/2
At. & Pac. R. R. 58s.....	94 1/2
At. & Pac. R. R. 59s.....	94 1/2
At. & Pac. R. R. 60s.....	94 1/2
At. & Pac. R. R. 61s.....	94 1/2
At. & Pac. R. R. 62s.....	94 1/2
At. & Pac. R. R. 63s.....	94 1/2
At. & Pac. R. R. 64s.....	94 1/2
At. & Pac. R. R. 65s.....	94 1/2
At. & Pac. R. R. 66s.....	94 1/2
At. & Pac. R. R. 67s.....	94 1/2
At. & Pac. R. R. 68s.....	94 1/2
At. & Pac. R. R. 69s.....	94 1/2
At. & Pac. R. R. 70s.....	94 1/2
At. & Pac. R. R. 71s.....	94 1/2
At. & Pac. R. R. 72s.....	94 1/2
At. & Pac. R. R. 73s.....	94 1/2
At. & Pac. R. R. 74s.....	94 1/2
At. & Pac. R. R. 75s.....	94 1/2
At. & Pac. R. R. 76s.....	94 1/2
At. & Pac. R. R. 77s.....	94 1/2
At. & Pac. R. R. 78s.....	94 1/2
At. & Pac. R. R. 79s.....	94 1/2
At. & Pac. R. R. 80s.....	94 1/2
At. & Pac. R. R. 81s.....	94 1/2
At. & Pac. R. R. 82s.....	94 1/2
At. & Pac. R. R. 83s.....	94 1/2
At. & Pac. R. R. 84s.....	94 1/2
At. & Pac. R. R. 85s.....	94 1/2
At. & Pac. R. R. 86s.....	94 1/2
At. & Pac. R. R. 87s.....	94 1/2
At. & Pac. R. R. 88s.....	94 1/2
At. & Pac. R. R. 89s.....	94 1/2
At. & Pac. R. R. 90s.....	94 1/2
At. & Pac. R. R. 91s.....	94 1/2
At. & Pac. R. R. 92s.....	94 1/2
At. & Pac. R. R. 93s.....	94 1/2
At. & Pac. R. R. 94s.....	94 1/2
At. & Pac. R. R. 95s.....	94 1/2
At. & Pac. R. R. 96s.....	94 1/2
At. & Pac. R. R. 97s.....	94 1/2
At. & Pac. R. R. 98s.....	94 1/2
At. & Pac. R. R. 99s.....	94 1/2
At. & Pac. R. R. 100s.....	94 1/2